

BookletChart™

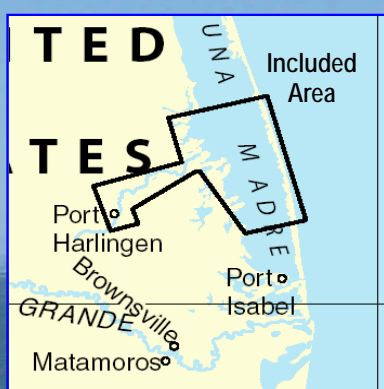


Laguna Madre – Chubby Island to Stover Point

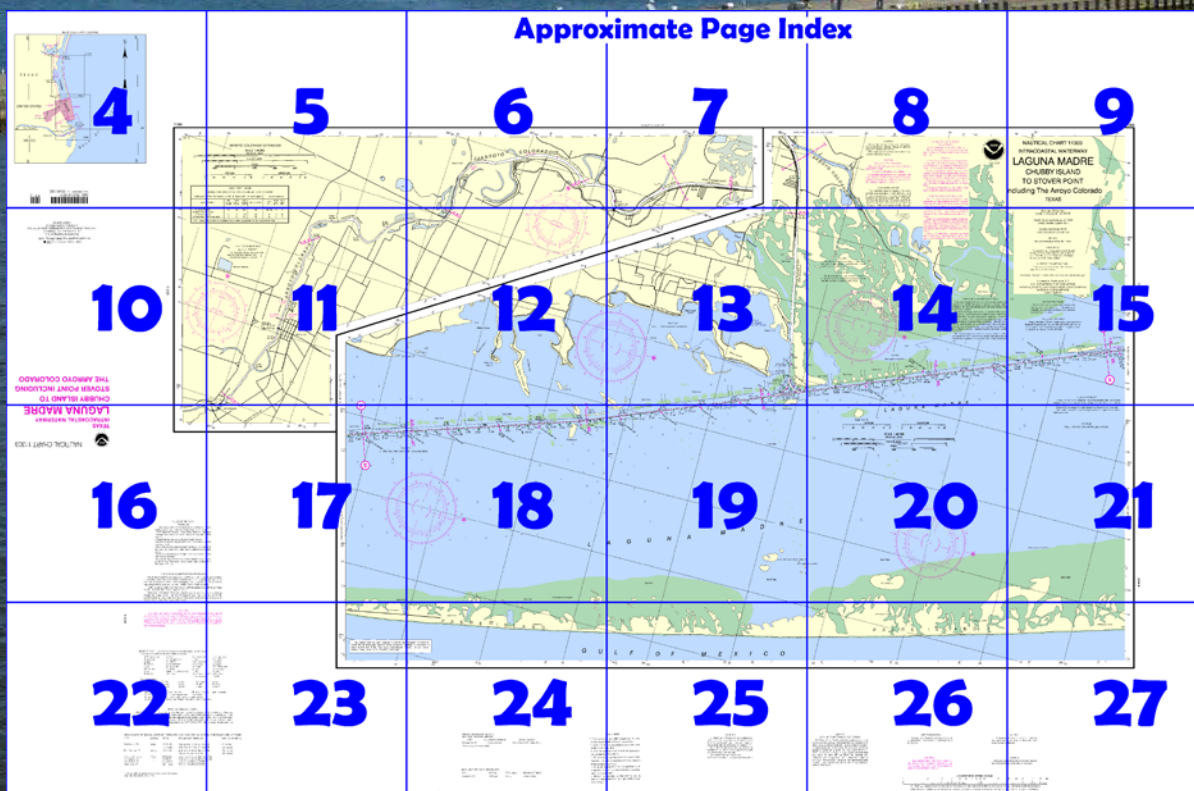
NOAA Chart 11303

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™ ?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11303>



Coast Pilot 5, Chapter 11 excerpts]

From San Luis Pass to the entrance to Matagorda Bay at Pass Cavallo, the coast trends for 80 miles in a general SW by W direction. From Pass Cavallo it curves gently SW for 100 miles to latitude 27°N., where the trend is S; thence it curves gently a little E of S for 58 miles to the mouth of the Rio Grande. Throughout its whole distance the coast encloses a chain of shallow bays or lagoons, some of considerable size.

These are separated from the Gulf by long, narrow islands and peninsulas generally low and sandy, with few natural distinguishing marks. Some of the bays and lagoons may be entered from the Gulf through dredged passes protected by jetties, and others

through small passes partly obscured by bars with little depth on them. **Laguna Madre** is a shallow body of water extending S from Corpus Christi Bay for a distance of 100 miles. Depths range from zero to 9 feet with reefs and mudflats throughout. The Intracoastal Waterway traverses Laguna Madre from Corpus Christi Bay to Port Isabel, Tex. **Padre Island**, a low, barren, storm-swept strip of sand beach, separates Laguna Madre from the Gulf. Most of the Island is part of the **Padre Island National Seashore** and subject to the rules and regulations of the U.S. Department of Interior's National Park Service.

A natural fishing reef is 1.5 miles offshore about 15.6 miles N of Port Mansfield jetties. Another natural fishing reef is 4.5 miles offshore about 11.2 miles N of the jetties.

Arroyo Colorado enters Laguna Madre through **Arroyo Colorado Cutoff**, a dredged channel, 90 miles S from Corpus Christi, that leads from the Intracoastal Waterway through Arroyo Colorado Cutoff and Arroyo Colorado to a turning basin at Port Harlingen, 22 miles from the mouth. In December 1999-January 2000, the controlling depth was 10.8 feet through the channel with 12 feet in the basin..

Arroyo City is a small village on the S bank about 6.5 miles W of the Intracoastal Waterway. There are fish camps at the village.

An overhead power cable with a reported clearance of 75 feet is about 1 mile N of Rio Hondo. In 1982, the cable was reported to have been removed. In August 1990, an overhead power cable with a clearance of 73 feet was reported about 0.8 mile N of Rio Hondo in about 26°14'53"N., 097°35'02"W.

Rio Hondo is a small town on the Arroyo Colorado, about 20 miles above its mouth. There are privately operated wharves for the unloading of petroleum products and chemicals, and limited berthing facilities for pleasure craft. Water is available at a small pier. Ice by truck and provisions are available. There are railroad and highway connections to the N part of the state.

State Route 106 highway bridge at Rio Hondo has a vertical lift span with a clearance of 27 feet down and 73 feet up. Overhead power and telephone cables close S of the bridge have clearances of 63 feet.

Port Harlingen, under the jurisdiction of the Arroyo Colorado Navigation District known as the Port Commission, is E of Harlingen and about 2 miles above Rio Hondo. A Port Director is in charge of operations and enforces the regulations established by the Port Commission. A **speed limit** of 8 knots in the channel and 4 knots in the turning basin is enforced. The Port Director assigns berths. There are two reinforced concrete wharves 650 feet and 100 feet long, three oil unloading piers, and aggregates and fertilizer wharf. A transit shed on the largest wharf has 12,000 square feet of covered storage, with a rail siding at a loading platform in the rear of the shed. All the wharves had a reported depth of 12 feet alongside in September 1982. Forklifts, crawler cranes, a grain elevator, and a compressed gas and oil storage facility are available. Water is available at the large wharf. Gasoline and diesel fuel are available by truck. The principal imports are petroleum products, steel products, and chemicals. The principal exports are grain, chemicals, and crude petroleum. There are railroad and highway connections to **Harlingen** and the interior. At Harlingen and **San Benito** there are hospitals, a grain elevator, railroad and bus transportation and communication facilities.

Port Mansfield, 1 mile W of **Mile 629.8W**, has berths, gasoline, diesel fuel, and limited marine supplies. (See chapter 11 for more complete information.)

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC New Orleans

Commander

8th CG District

New Orleans, LA

(504) 589-6225

Table of Selected Chart Notes

HEIGHTS

Heights in feet above Mean High Water.

INTRACOASTAL WATERWAY AIDS

The U.S. Aids to Navigation System is designed for use with nautical charts, and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.

Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.

When following the Intracoastal Waterway westward from Carrabelle, FL to Brownsville, TX, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.

A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.258" northward and 0.933" westward to agree with this chart.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

INTRACOASTAL WATERWAY

Project Depths

12 feet Carrabelle, FL to Brownsville, TX. The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

Distances

The Waterway is indicated by a magenta line. Mileage distances shown along the Waterway are in Statute Miles, based on zero at Harvey Lock, LA, and are indicated thus: ————

Mileage distances shown along Arroyo Colorado Cutoff are in Statute Miles, based on zero at its intersection with the Intracoastal Waterway and are indicated thus: ————

Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 5.

Courses are TRUE and must be CORRECTED for any variation and compass deviation.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

CAUTION

Stakes, piles and platforms, some submerged, may exist between charted piling and platforms along the maintained channels.

Piles and platforms are not shown where they interfere with a light symbol.

CAUTION

Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.

CAUTION

Small craft operators are warned to beware of severe water turbulence caused by large vessels traversing narrow waterways.

CAUTION

Many uncharted rocks exist in Laguna Madre.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

Gas and Oil Well Structures

Uncharted platforms, gas and oil well structures, pipes, piles and stakes can exist within the limits of this chart.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

Mercator Projection
Scale 1:40,000 at Lat 26°20'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location) ◌ (Approximate location)

SAFETY HINTS

1. Keep your chart up to date by applying all Notices to Mariners corrections when you receive them.
2. Read carefully all notes printed on your chart, each is vital to your safety afloat.
3. Learn the meaning of each symbol and abbreviation on your chart from Chart No. 1.
4. The compass on your chart shows the variation from true north, however you must also correct your bearing for the deviation of your boat.
5. Constantly use your chart from the beginning to end of each trip. Keep in mind the orientation of your boat with respect to the chart.
6. Maintain your position on the chart by relating charted features with those you can identify in your surroundings.

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION

WARNING CONCERNING LARGE VESSELS

The 'Rules of the Road' state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

RULES OF THE ROAD

(ABRIDGED)

Motorless craft have the right-of-way in almost all cases. Sailing vessels and motorboats less than sixty-five feet in length shall not hamper, in a narrow channel, the safe passage of a vessel which can navigate only inside that channel.

A motorboat being overtaken has the right-of-way.

Motorboats approaching head to head or nearly so should pass port to port.

When motorboats approach each other at right angles or obliquely, the boat on the right has the right-of-way in most cases.

Motorboats must keep to the right in narrow channels when safe and practicable.

Mariners are urged to become familiar with the complete text of the Rules of the Road in U.S. Coast Guard publication "Navigation Rules."

TIDAL INFORMATION

In Laguna Madre and adjacent bays the periodic tide has a mean range of less than one half foot, except near the Gulf Inlet. Water stages vary greatly with weather conditions.

Areas that are frequently submerged are shown by a green tint.

The broken shoreline symbol represents an approximate mean high water line.

PUBLIC BOATING INSTRUCTION PROGRAMS

The United States Power Squadrons (USPS) and U.S. Coast Guard Auxiliary (USCGAUX), national organizations of boaters, conduct extensive boating instruction programs in communities throughout the United States. For information regarding these educational courses, contact the following sources:

USPS - Local Squadron Commander or USPS Headquarters, 1504 Blue Ridge Road, Raleigh, NC 27607, 888-367-8777

USCGAUX - COMMANDER (OAX), Eighth Coast Guard District, Hale Boggs Federal Building, Suite 1126, 500 Poydras Street, New Orleans, LA 70130, 800-524-8835 or USCG Headquarters, Office of the Chief Director (G-OCX), 2100 Second Street, SW, Washington, DC 20593

MARINE WEATHER FORECASTS

NATIONAL WEATHER SERVICE

CITY	TELEPHONE NUMBER	OFFICE HOURS
Brownsville, TX	*(956) 504-1432	8:00 AM-4:30 PM (Mon.-Fri.)
*Recording (24 hours daily)		

NOAA WEATHER RADIO BROADCASTS

CITY	STATION	FREQ. (MHz)	BROADCAST TIMES
Brownsville, TX	WWG-34	162.55	24 hours daily

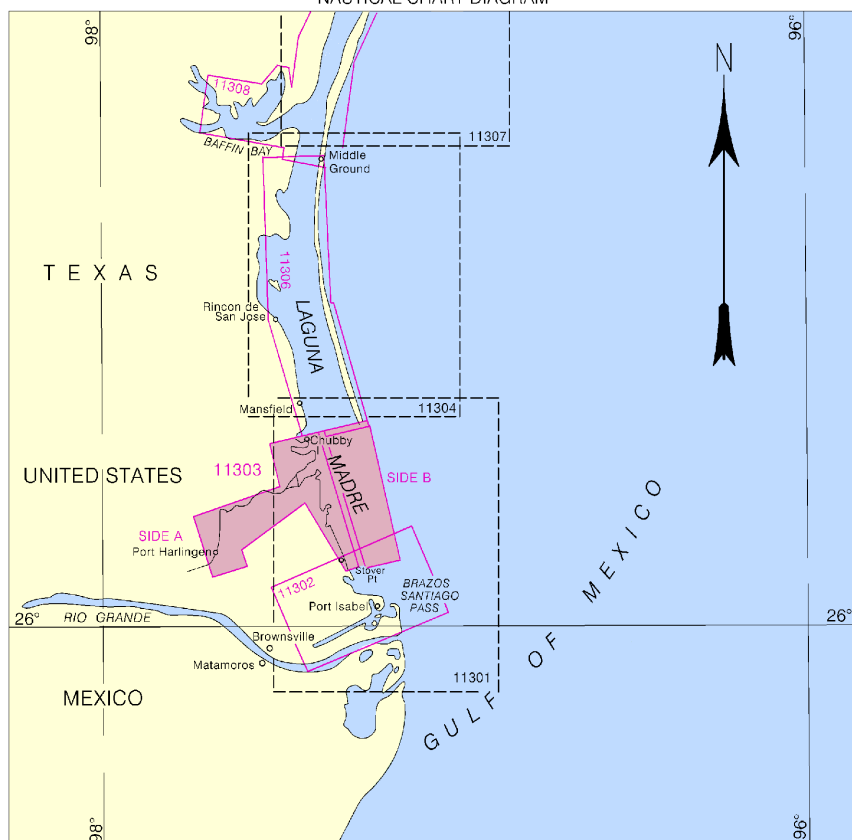
CHANNEL TO PORT HARLINGEN

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF AUG 2012

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)				PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (MILES)
MILE 0 TO MILE 8 (STATUTE)	9.0	10.6	11.0	5-12	200-125	8.0
MILE 8 TO MILE 20	12.1	13.1	12.9	5-12	125	12.0
MILE 20 TO MILE 25.9	10.2	11.7	11.4	4-12	125	5.9
TURNING BASIN	14.9	16.0	15.6	4-12	400	0.1

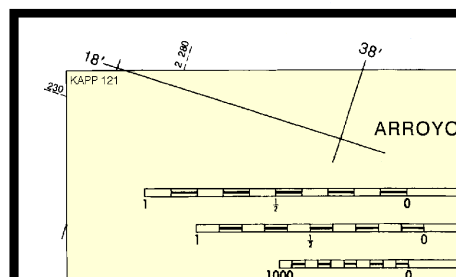
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

NAUTICAL CHART DIAGRAM



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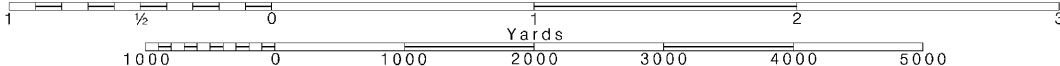
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Note: Chart grid lines are aligned with true north.

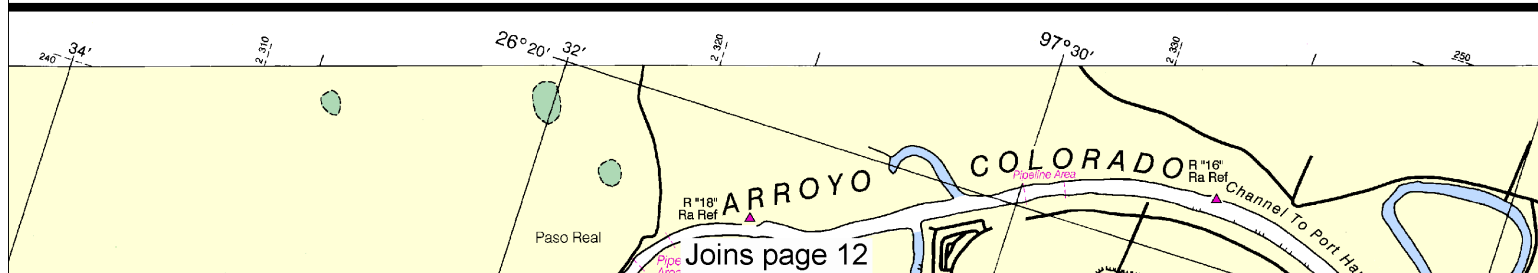
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SCALE 1:40,000
Nautical Miles

See Note on page 5.



5

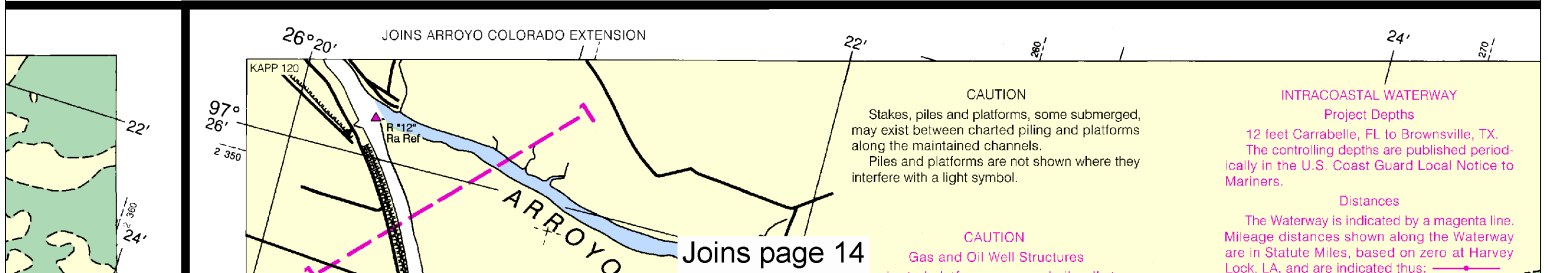


Formerly 897-SC, 1st. Ed., 1970



Joins page 13

This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 0213 1/8/2013,
 NGA Weekly Notice to Mariners: 0313 1/19/2013,
 Canadian Coast Guard Notice to Mariners: n/a.

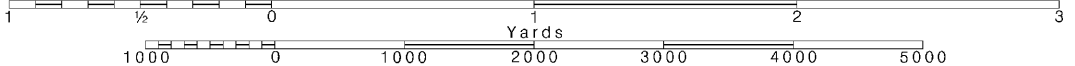


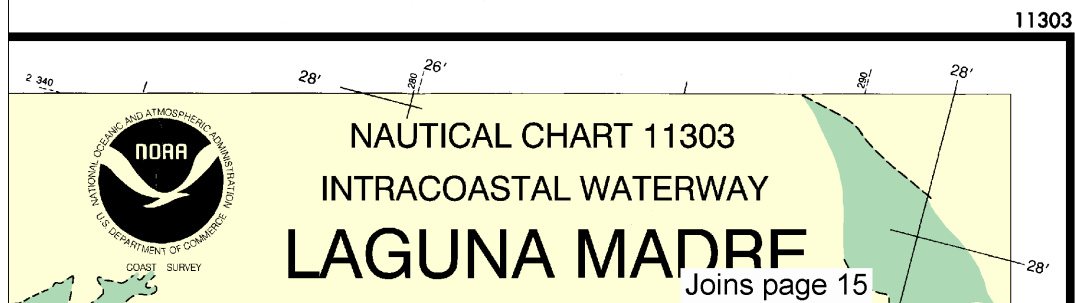
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Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





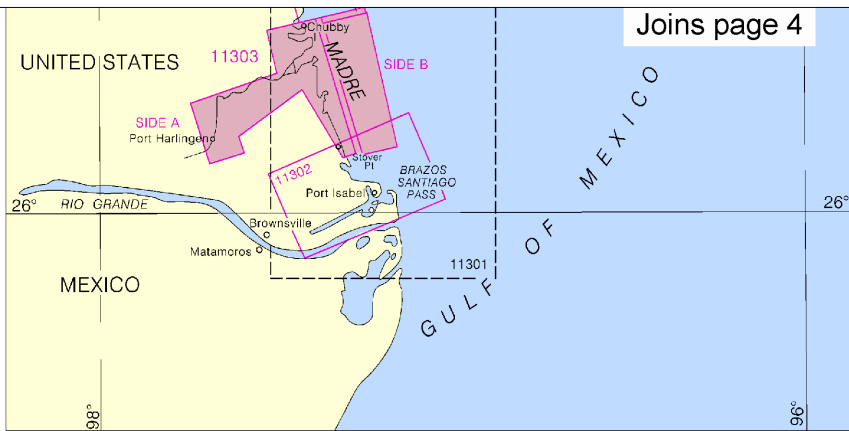
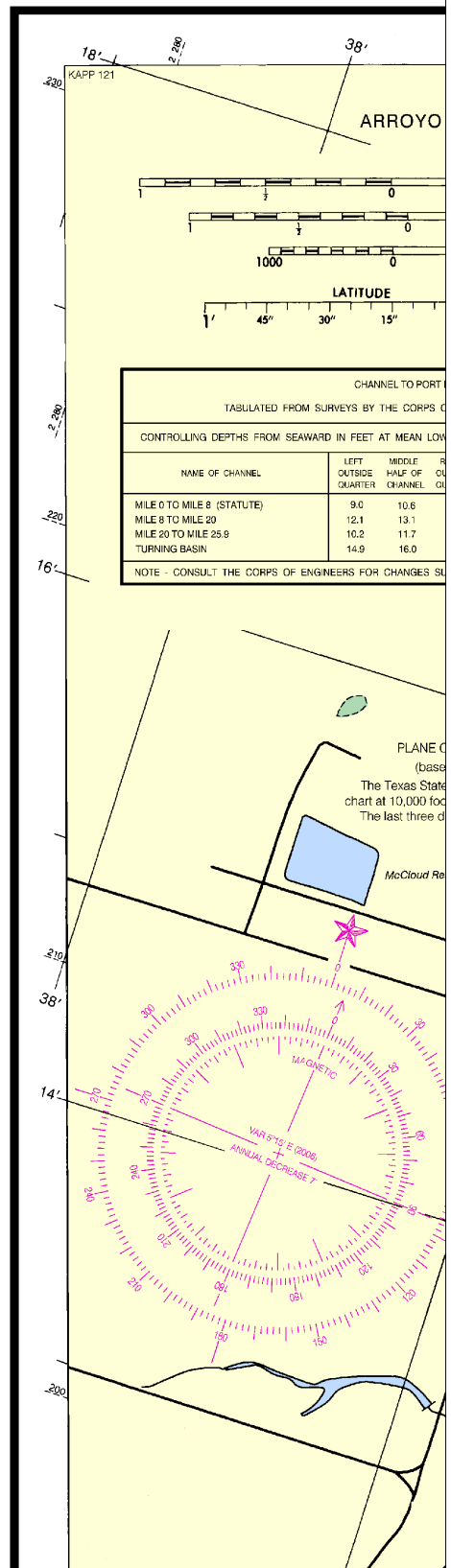


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 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY

NSN 7642014010211
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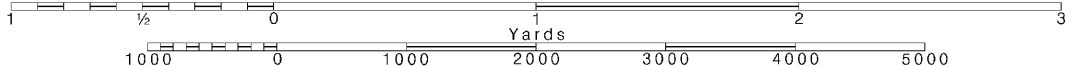
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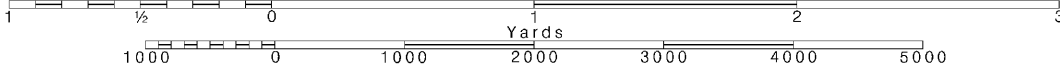
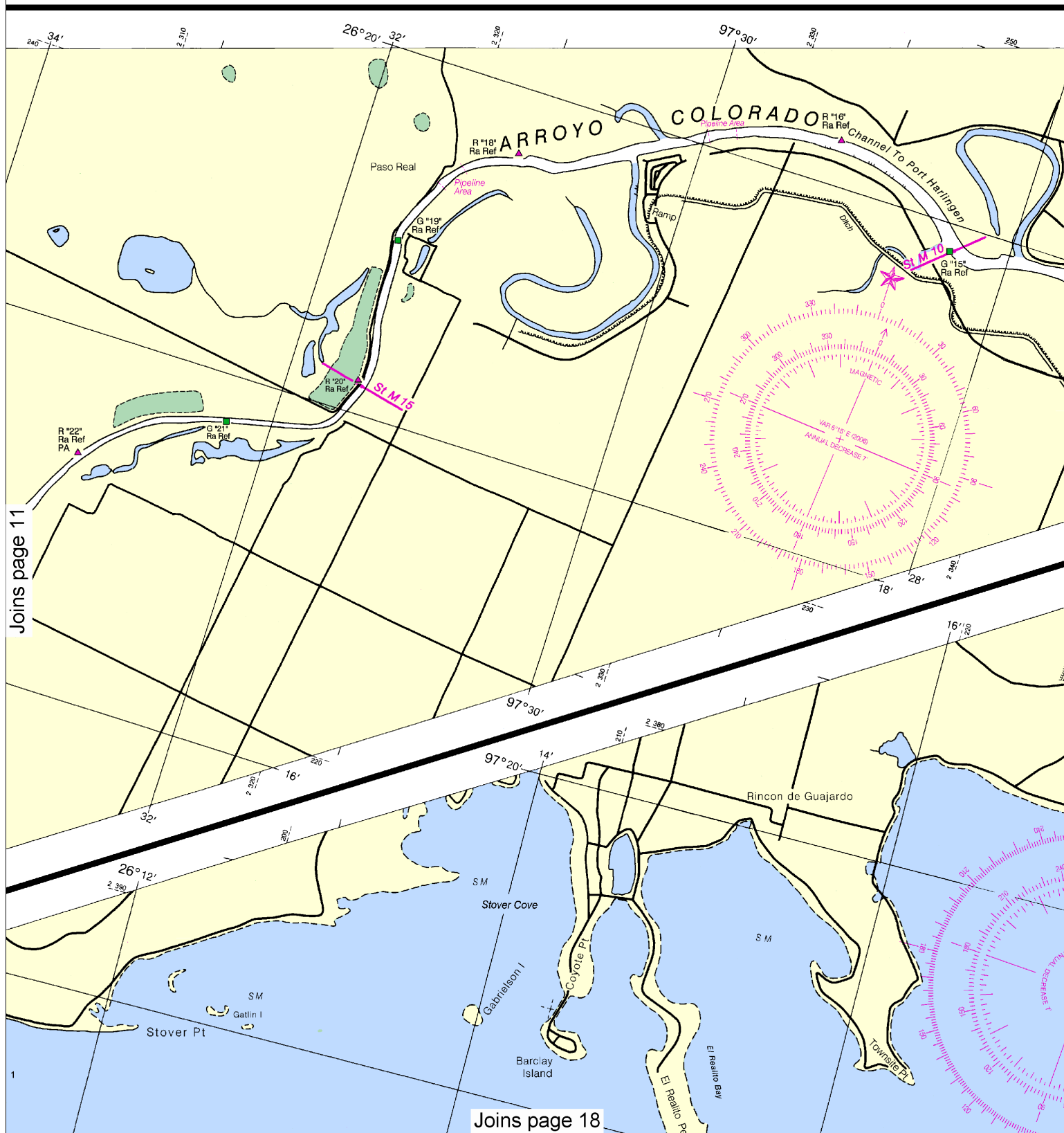
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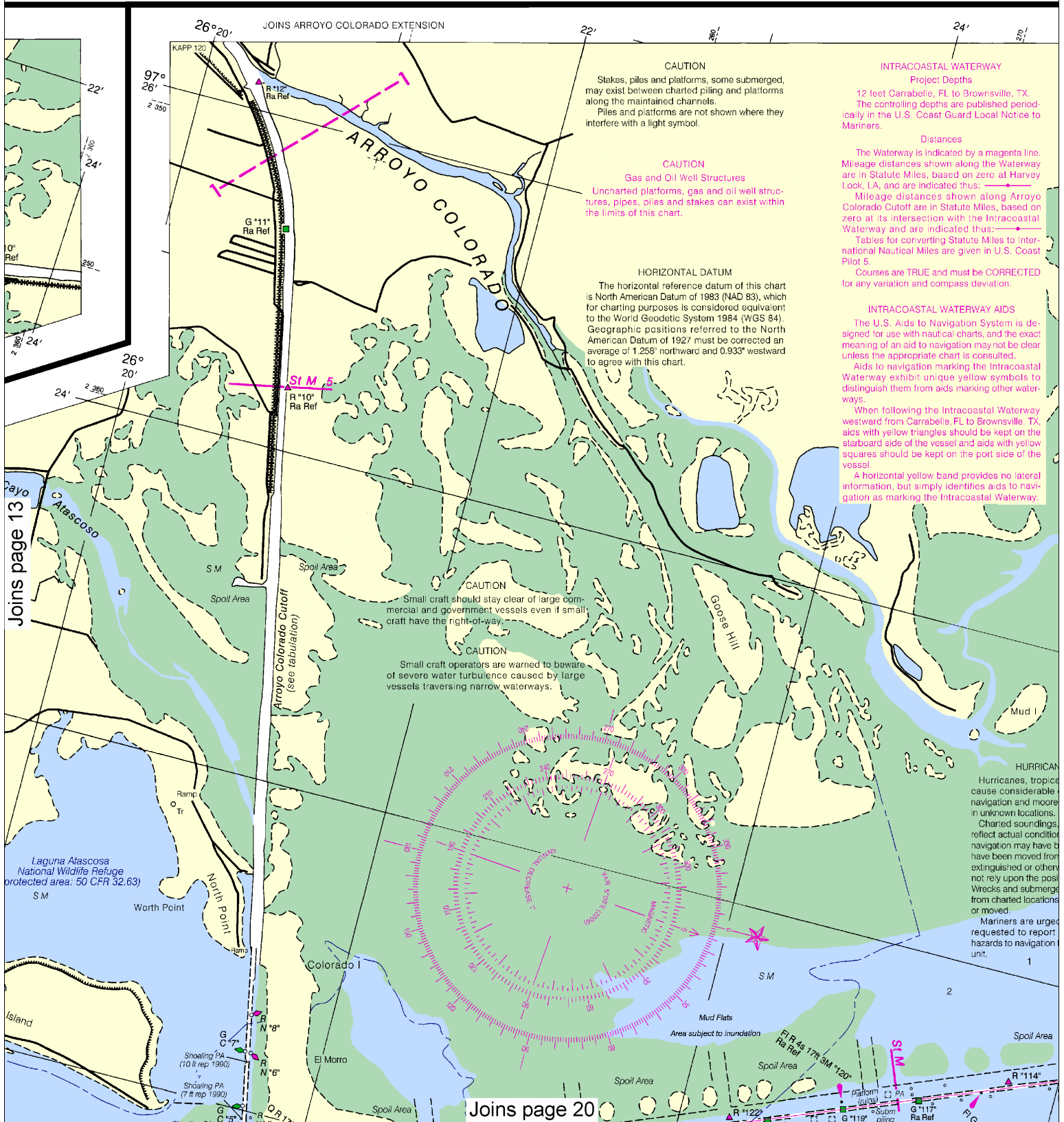
See Note on page 5.











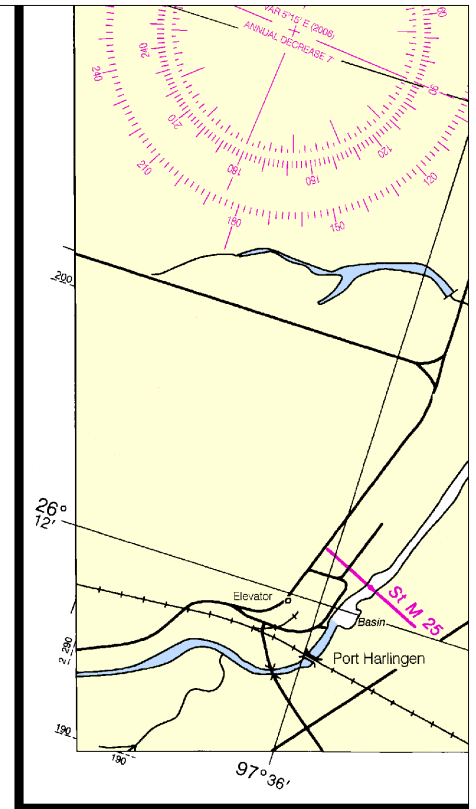


LAGUNA MADRE

CHUBBY ISLAND TO STOVER POINT INCLUDING THE ARROYO COLORADO

TEXAS INTRACOASTAL WATERWAY

NAUTICAL CHART 11303



RULES OF THE ROAD (ABRIDGED)

Motorless craft have the right-of-way in almost all cases. Sailing vessels and motorboats less than sixty-five feet in length shall not hamper, in a narrow channel, the safe passage of a vessel which can navigate only inside that channel.

A motorboat being overtaken has the right-of-way. Motorboats approaching head to head or nearly so should pass port to port.

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Motorboats must keep to the right in narrow channels when safe and practicable.

Mariners are urged to become familiar with the complete text of the Rules of the Road in U.S. Coast Guard publication "Navigation Rules."

PUBLIC BOATING INSTRUCTION PROGRAMS

The United States Power Squadrons (USPS) and U.S. Coast Guard Auxiliary (USCGAUX), national organizations of boatmen, conduct extensive boating instruction programs in communities throughout the United States. For information regarding these educational courses, contact the following sources:

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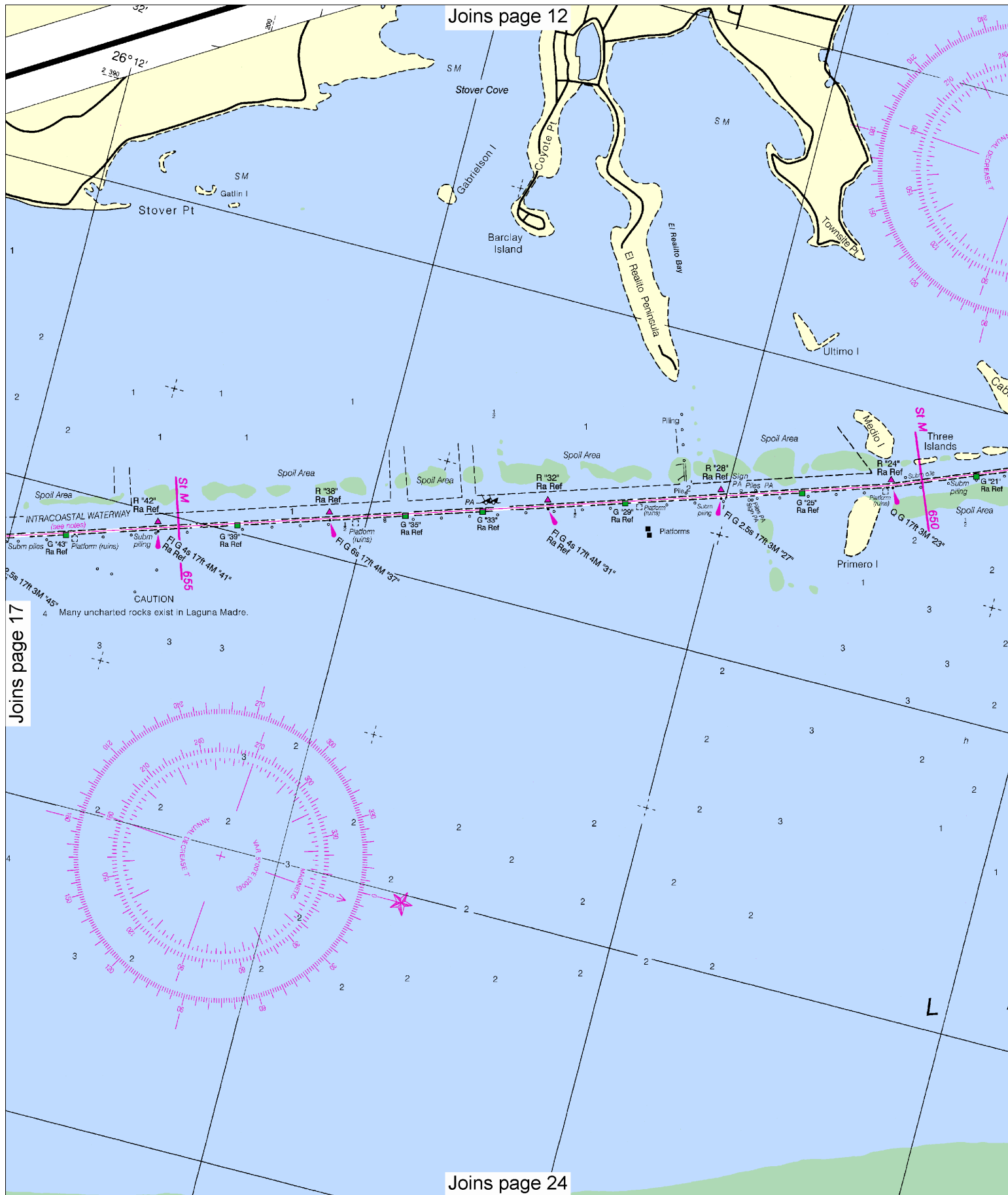
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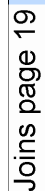
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SCALE 1:40,000
Nautical Miles

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CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

SIDE B

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	OC occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mor marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Bds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Gr grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.

BROADCASTS OF MARINE WEATHER FORECASTS AND WARNINGS BY MARINE RADIOTELEPHONE STATIONS

CITY	STATION	FREQ.	BROADCAST TIMES-CST	SPECIAL WARNING
Port Isabel, TX	NCH	2670 kHz	4:40, 6:40 & 10:40 AM 4:40 PM	On receipt
		157.1 MHz	4:45, 6:45 & 10:45 AM 4:45 PM	On receipt
Port Aransas, TX	NOY-3	2670 kHz	4:30, 6:30 & 10:30 AM 4:30 PM	On receipt
			4:40 & 6:40 AM 4:40 PM	On receipt
Corpus Christi, TX	NOY-8	2670 kHz	4:40, 6:40 & 10:40 AM & 4:40 PM	
Port Isabel, TX	"	2670 kHz	4:40, 6:40 & 10:40 AM & 4:40 PM	
Port Isabel, TX	"	157.1 MHz	5:00, 11:00 AM & 5:00 PM	
Robstown, TX	"	157.1 MHz	5:00, 11:00 AM & 5:00 PM	

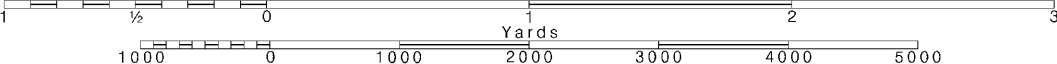
Distress calls for small craft are made on 2182 kHz or channel 16 (156.80 MHz) VHF.

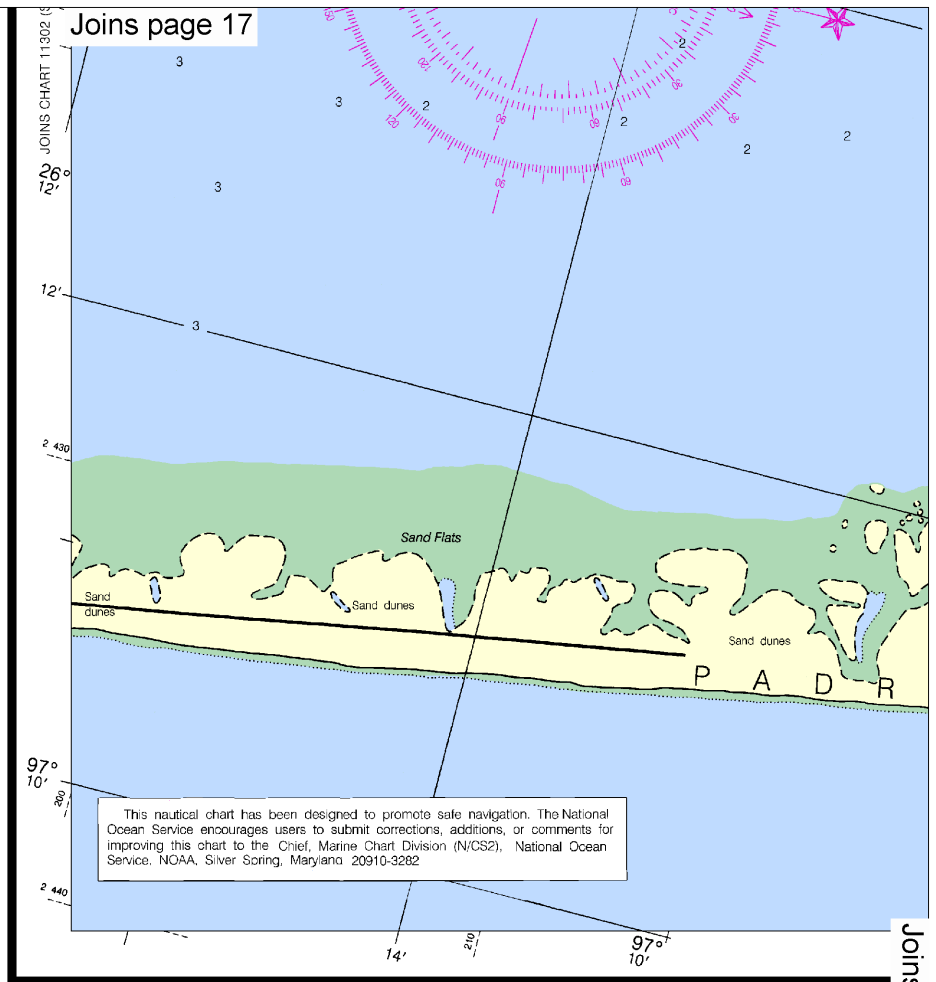
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





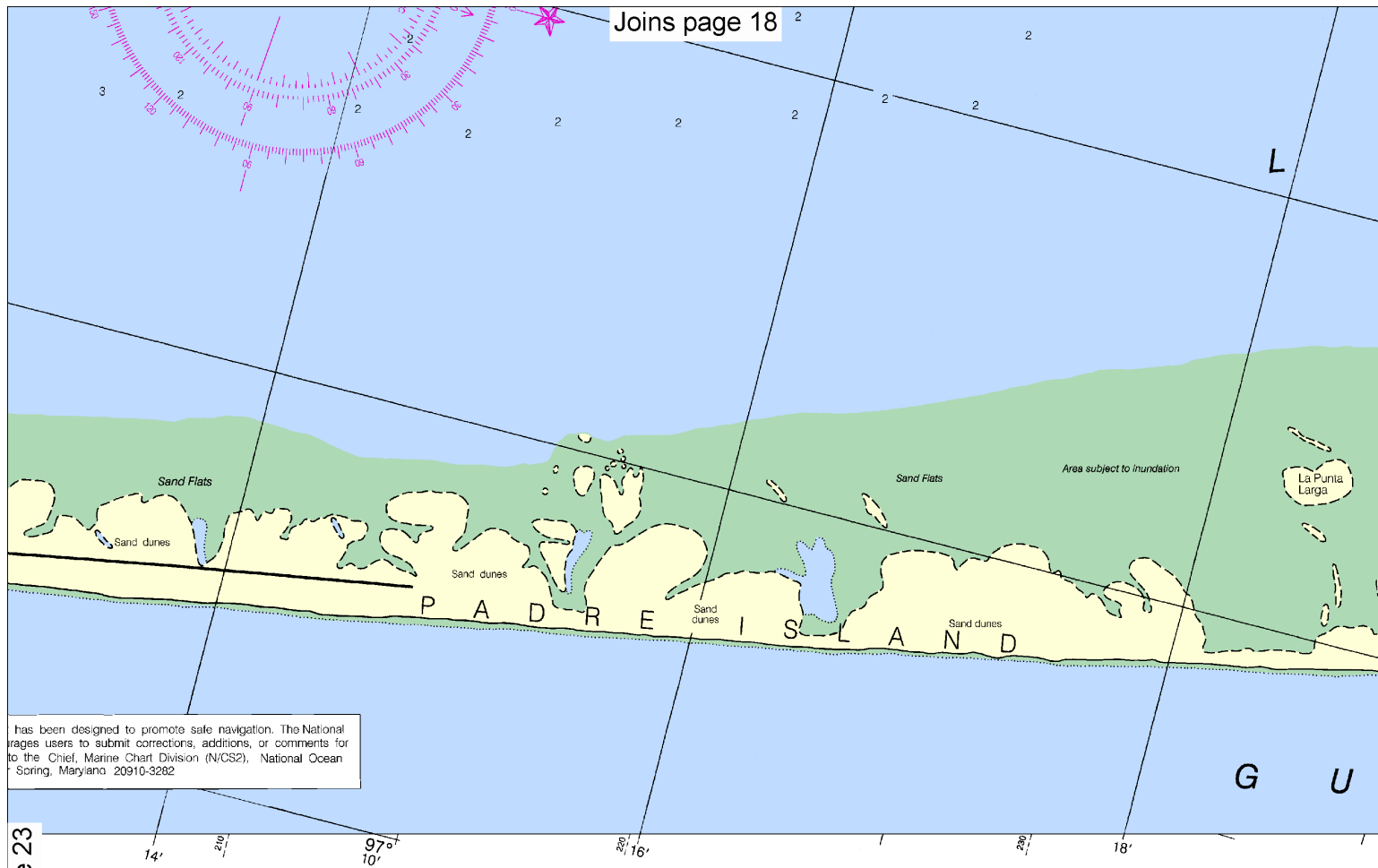
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SUBMARINE PIPELINES AND CABLES
 Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling. Covered wells may be marked by lighted or unlighted buoys.

MARINE WEATHER
 NATIONAL WEATHER
 CITY
 Brownsville, TX
 *Recording (24

NOAA WEATHER
 CITY
 Brownsville, TX



Joins page 23

CAUTION
SUBMARINE PIPELINES AND CABLES
 Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

— — — — — Pipeline Area

~~~~~ Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling. Covered wells may be marked by lighted or unlighted buoys.

**MARINE WEATHER FORECASTS**  
**NATIONAL WEATHER SERVICE**

| CITY            | TELEPHONE NUMBER | OFFICE HOURS                |
|-----------------|------------------|-----------------------------|
| Brownsville, TX | *(956) 504-1432  | 8:00 AM-4:30 PM (Mon.-Fri.) |

\*Recording (24 hours daily)

**NOAA WEATHER RADIO BROADCASTS**

| CITY            | STATION | FREQ. (MHz) | BROADCAST TIMES |
|-----------------|---------|-------------|-----------------|
| Brownsville, TX | WWG-34  | 162.55      | 24 hours daily  |

1. Keep your chart to Mariners correct
2. Read carefully and is vital to your safe
3. Learn the meaning on your chart from
4. The compass of true north, however for the deviation of
5. Constantly use of each trip. Keep with respect to the
6. Maintain your charted features surroundings.

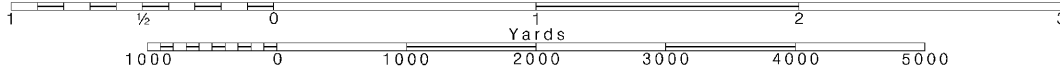
24

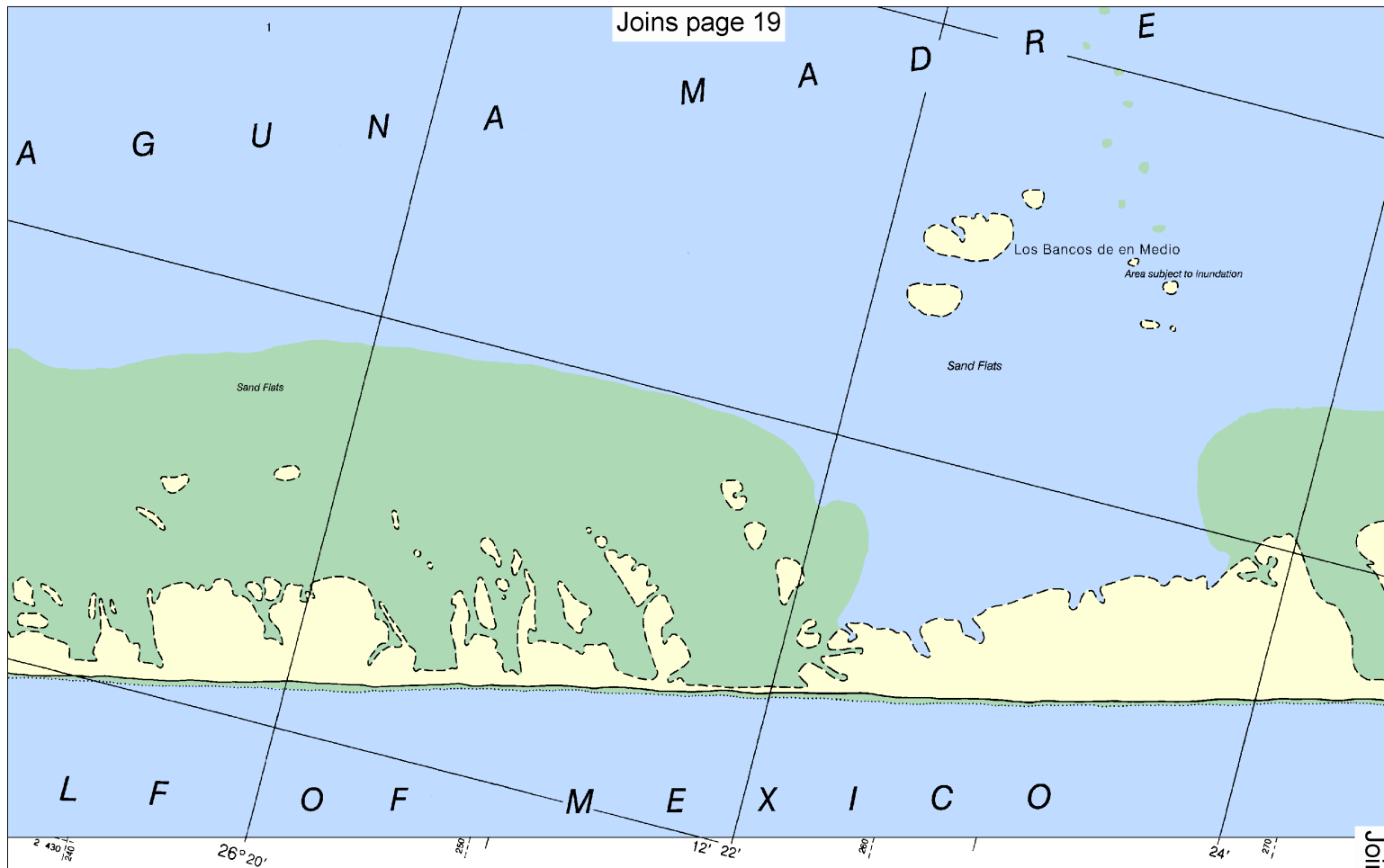
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
 Nautical Miles

See Note on page 5.





#### SAFETY HINTS

Keep your chart up to date by applying all Notices to Mariners when you receive them. Read all notes printed on your chart, each with a safety alert.

Understanding of each symbol and abbreviation is essential to safe navigation. Refer to Chart No. 1.

The variation shown on your chart shows the variation from true to magnetic. Always correct your bearing of your boat.

Use your chart from the beginning to end of your trip. Keep in mind the orientation of your boat on the chart.

Use your position on the chart by relating it to those you can identify in your

#### CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

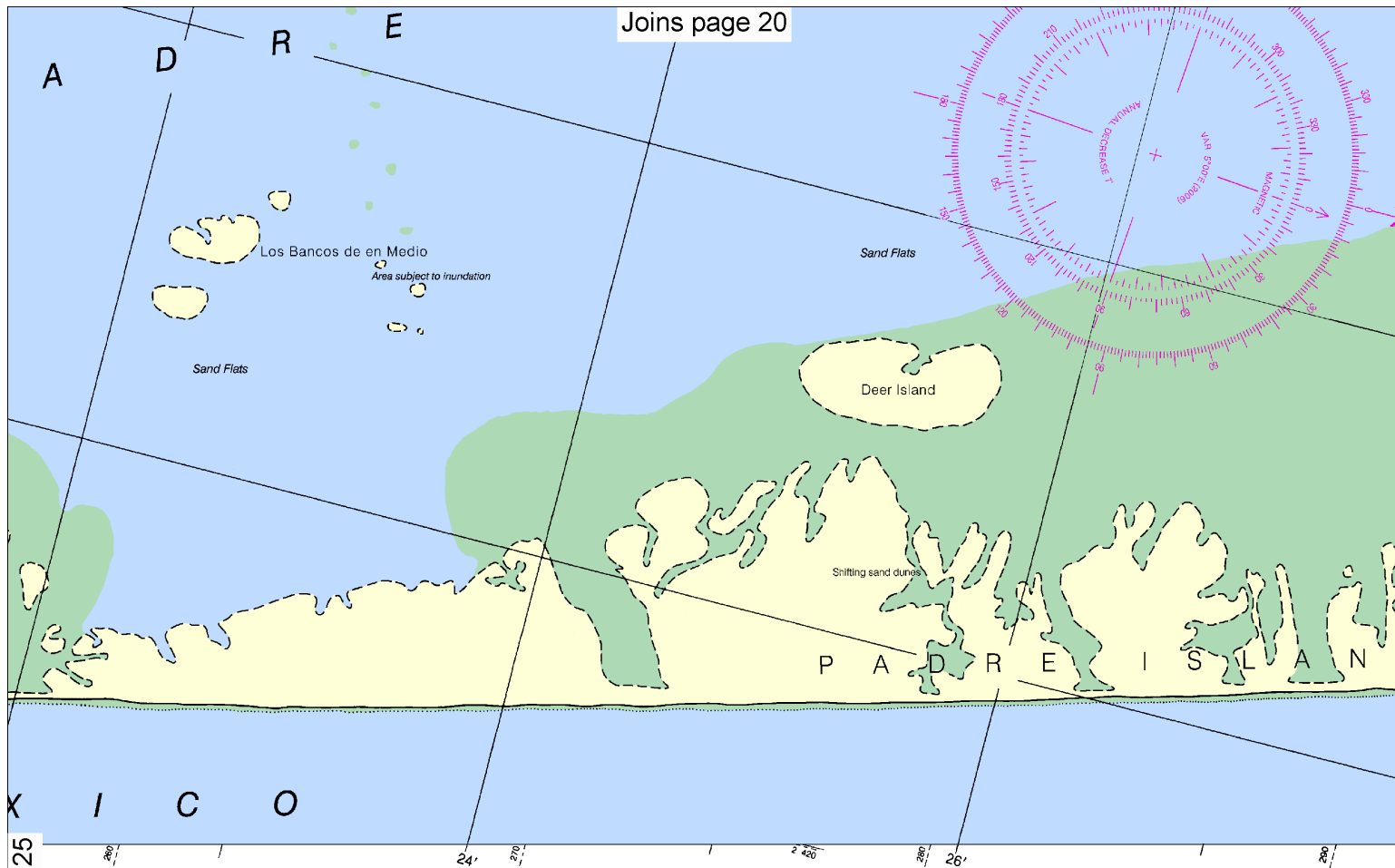
Station positions are shown thus:

⊙ (Accurate location)    ○ (Approximate location)

#### CAUTION

##### WARNING CONCERNING

The "Rules of the Road" state that a vessel must not impede the passage of a vessel within a narrow channel or fairway. Large vessels may move slowly due to their large speeds in excess of 12 knots, and may block the wind with the sailboards. Large vessels may not maneuver. Bow and stern waves may close to their bows.



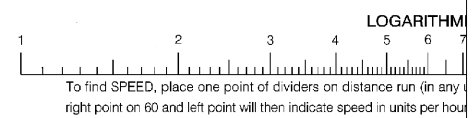
Joins page 25

radio signals as  
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sts and National  
y Publication 117.  
ngs to commercial  
bject to error and  
thus:  
proximate location)

**CAUTION**  
**WARNING CONCERNING LARGE VESSELS**  
The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

**AIDS TO NAVIGATION**  
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

**WARNING**  
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.



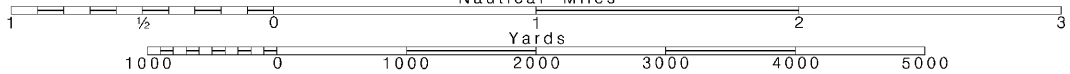
26

Note: Chart grid lines are aligned with true north.

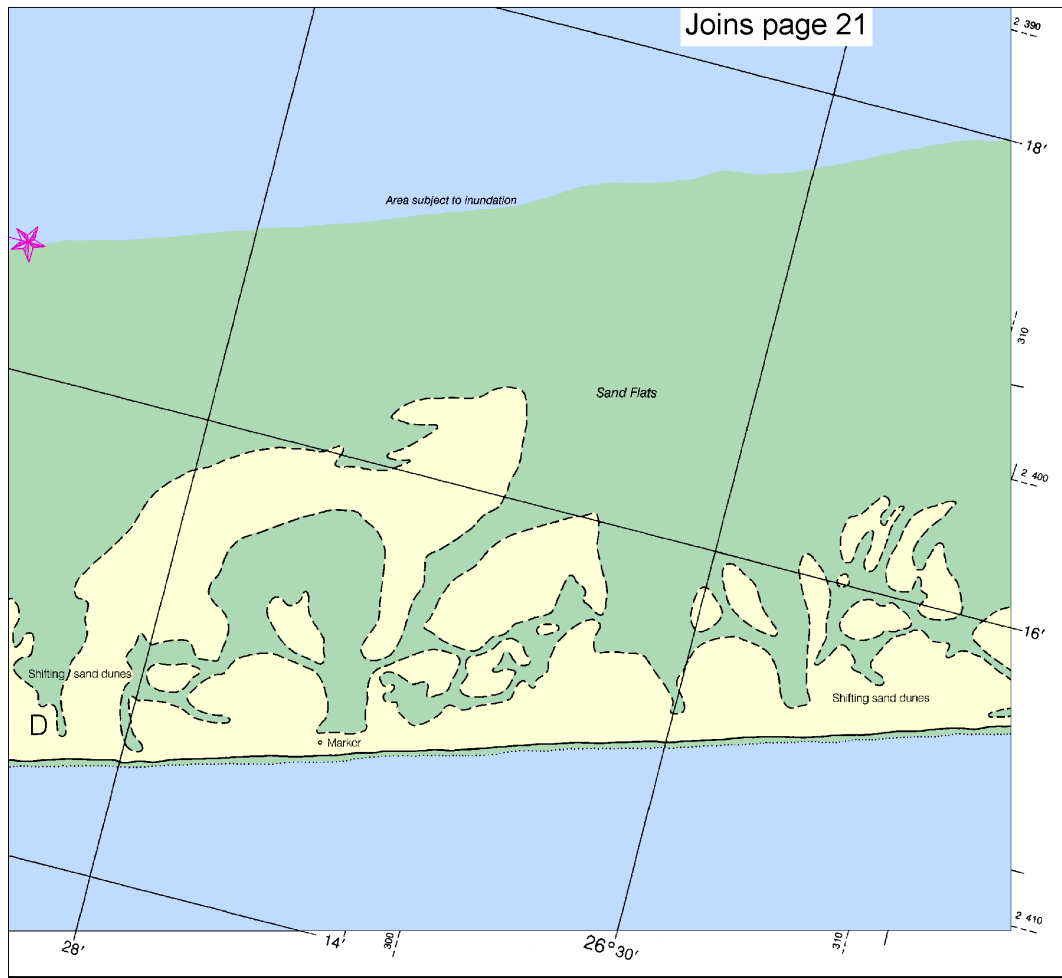
Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.







CAUTION  
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION  
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

#### MIC SPEED SCALE



unit) and the other on minutes run. Without changing divider spread, place  
ur. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.



## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

## Quick References

|                                                 |   |                                                                                                                                                   |
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| National Data Buoy Center                       | — | <a href="http://www.ndbc.noaa.gov/">http://www.ndbc.noaa.gov/</a>                                                                                 |
| NowCoast web portal for coastal conditions      | — | <a href="http://www.nowcoast.noaa.gov/">http://www.nowcoast.noaa.gov/</a>                                                                         |
| National Weather Service                        | — | <a href="http://www.weather.gov/">http://www.weather.gov/</a>                                                                                     |
| National Hurricane Center                       | — | <a href="http://www.nhc.noaa.gov/">http://www.nhc.noaa.gov/</a>                                                                                   |
| Pacific Tsunami Warning Center                  | — | <a href="http://ptwc.weather.gov/">http://ptwc.weather.gov/</a>                                                                                   |
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NOAA's Office of Coast Survey



The Nation's Chartmaker